The Porapuzha-Karinkunnam trace and the Manacaud-Kolany trace had also to be made cartable.

In conclusion, the member urged for the connection of the Arakulam, Velliyamattam, and Karimannur roads and for the metalling and widening of all the roads in the taluk.

DEWAN'S REPLY: Mr. Narayana Pillai, the biggest and the most important suggestion put forward by you today is in regard to the early completion of the Todupuzha-Arakulam road and its extension up to Periyar river. I understand from what you showed me on the map that the extension you propose is towards Vandammettu side. That is rather an important line and the Chief Engineer says it will have to be carefully investigated before any serious risk is undertaken.

MEMBER: I understand it was once investigated.

DEWAN: Conditions have changed since then.

Then we have Muttam-Antinad road. This has been opened for 1½ miles already and an estimate for the second portion has been received by the Chief Engineer and is being scrutinised. Then we have the Vengallur-Kalavur road. That is in the 11th mile of the Muvattupuzha-Todupuzha road. An estimate of Rs. 6,060 is sanctioned as far as Kumaramangalam. That is two miles and the whole of this length has been practically opened. The land required for the same has not yet been acquired. The Chief Engineer says that more of this work will be completed towards the close of the year. Then we have the Karikode-Sankarapalli road with a cart bridge at the 1st mile. The Chief Engineer says that this is a village road having Rs. 50 as maintenance grant for the first 3 miles and Rs. 20 for the remaining portion.

MEMBER: We want only the first three miles to be completed.

DEWAN: The road has been formed and sectioned to a length of about 3 miles.

MEMBER: I understand that a foot bridge is to be constructed but we want a "cartable" bridge. Of course, if a foot bridge is made cartable, I have no objection.

DEWAN: The Chief Engineer is making a note of it.

Now, coming to conversion into a cart road of the Todupuzha-Kanjiramattam road, a portion of the road will be improved this year. It cannot be converted into a road suitable for cart traffic until the bridge there is widened.

MEMBER: There is only one small bridge. It is only in the winter season there is some difficulty to cross the river. At other times even without a bridge we can get on.

DEWAN: I will bring this point to the notice of the Chief Engineer.

Then you have some other roads from (b) to (g) which require only slight improvements. All these will be investigated and if improvements are wanted, they shall be attended to.

Then again, coming to the conversion of the Porapuzha-Karinkunnam trace into a cart road the Chief Engineer says that he will have the matter investigated as to the probable cost etc.

The last two points in your representation are noted.

43. Construction of roads to the Cardamom centres.

MR. S. P. HUSSAINKHAN ROWTHER (*Member, Devicolam taluk*) said that the same concessions which were granted to the European planters in the matter of provision of roads and transport facilities were not granted to the Indian cardamom planters. And this was in spite of the fact that European planters paid tax only to the extent of Rs. 500 or 1000, whereas there were Indian planters who paid tax to the extent of Rs. 4000 or 5000. As a means of helping the Indian planters, the member urged for the opening of roads of at least 12 feet width to the following planting areas:

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(1) Road from Pallivasal to Periyakanal, passing Bison Valley and Kilavipara ;

(2) Road from Bodimettu to meet the Periyakanal road ;
(3) Road from Challar Koil to Chithanpara passing Chakkupallam ;
(4) Road from Vandametu to Bambadumpara passing Paithianpara.

DEWAN'S REPLY : Mr. Hussain Khan Rowther, I am afraid you are entirely misinformed in your facts as regards the dues contributed by the cardamom planters Rs. 4 or 5 thousand a year—in comparison with the payments made by planters of other produce.

In regard to the roads you want, I see you want one to Bodimettu, that is, to the frontier, to make it easier for you to come from and go to Madura. Government have recently had a bridle path opened from Periyakanal to Bison Valley. That will give you the convenience. In the light of the fact that cardamom lands are not to be thrown open to cultivation in the immediate future to any great extent, there is no justification for considering the question of more roads for the cardamom area.

44. Widening the Northern Outlet Road.

MR. ALBERT J. WRIGHT (*Member, Kannan Devan Planters' Association*) said that the Northern Outlet road which provided the only outlet from the High Range was being found dangerously narrow in many places. The diversion of so much transport of foodstuffs to this road in connection with the outbreak of plague forced this question into prominence, but with the opening of the Dindigul-Pollachi railway in the near future, Udumalpet was sure to become the railway outlet for passenger traffic if not for a considerable proportion of goods traffic, and the road would have to bear much more traffic than in the past. It was therefore imperative that the road should be widened.

DEWAN'S REPLY : Mr. Wright, the principal argument you have made use of for widening the Northern Outlet Road *viz.*, the Munnar to Chinnar road, is itself a powerful argument against the improvement being made. You say that the completion of the Dindigal-Pollachi railway line makes Udumalpet an important trade centre and outlet, and consequently a larger amount of goods will flow out of Travancore and Udumalpet. This itself is an excellent reason for not improving the road, and instead, concentrating our attention on the Neriamangalam-Pallivasal road so that goods will have an excellent western outlet. I therefore propose that your request may stand over till the Neriamangalam-Pallivasal road is completed.

The Assembly adjourned at 4-30 P. M. to meet again at 11-30 A. M. on Thursday, the 1st March 1928.

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